

# THE ILLUSTRATED LONDON NEWS

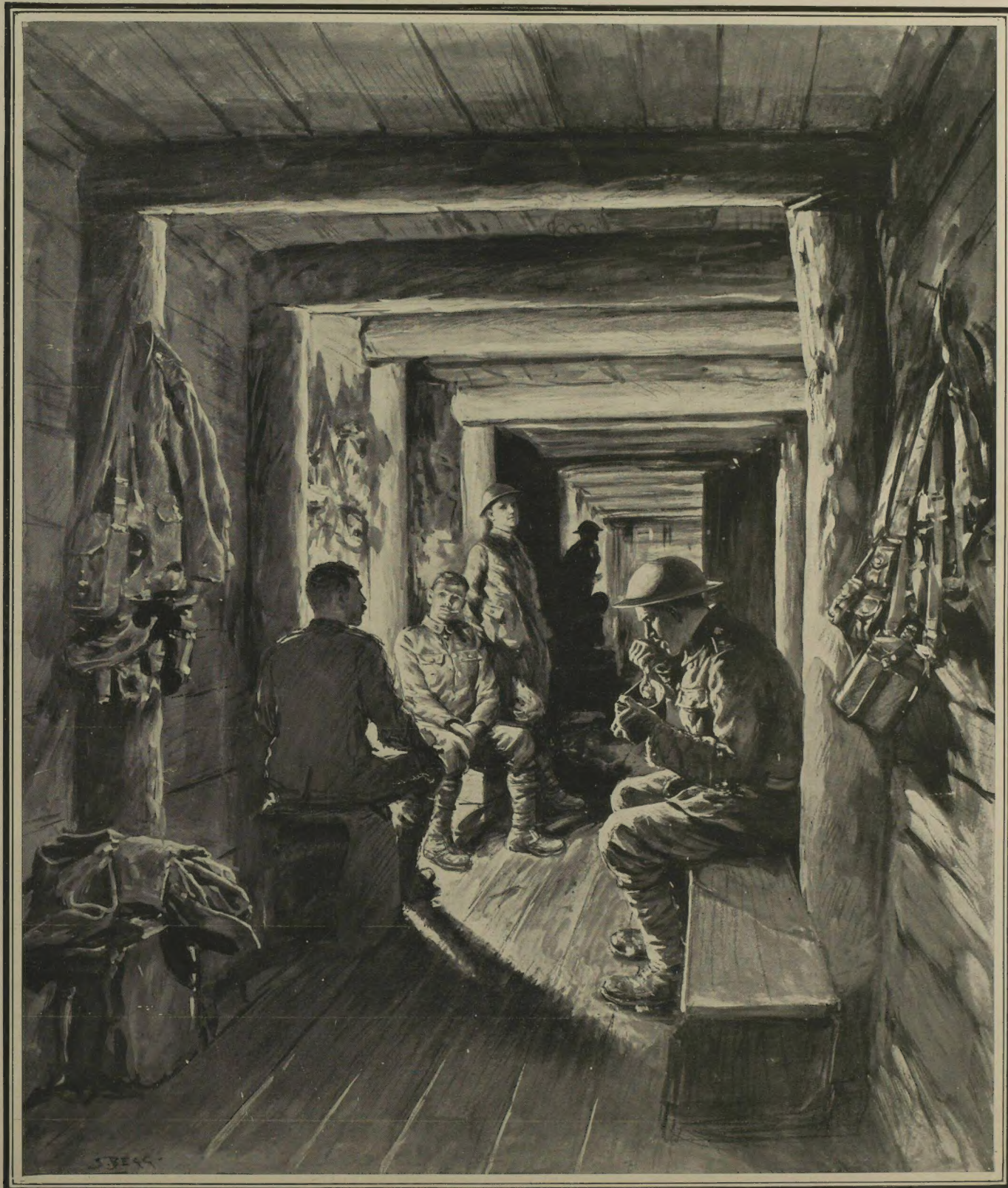
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NINEPENCE.

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IN AN ENEMY TUNNEL FOR TROOPS: BRITISH SOLDIERS IN A CAPTURED GERMAN "COMMUNICATION-TRENCH,"  
1600 YARDS LONG, BENEATH THE HOOGE-MENIN ROAD.

The great tunnel under the Hooge-Menin Road was used by the Germans to bring troops up to Hooge, a village about three miles east of Ypres. Our drawing shows it three days after its capture. At some parts of the British front also great galleries have been constructed by an Australian Tunnelling Company. Describing a visit to these, Mr. Philip

Gibbs writes: "We went deeper down and further forward . . . Men were listening . . . to the sounds of German life in other tunnels. . . . Their knowledge of the enemy life is so exact by this means that, when they captured some of his galleries, they found them exactly as they had mapped them out beforehand by the indications of sound."

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPYRIGHTED IN U.S. AND CANADA.



## THE MERCHANT SEAMEN'S BADGE OF HONOUR.

By ARCHIBALD HURD.

GERMANY'S weapon of shame has become the mark of honour of the British merchant seamen. With the King's approval, a badge in the form of a torpedo, to be worn on the cuff of the left sleeve, will be awarded "to officers and seamen who have been on the articles of any British merchant or fishing vessel sunk or damaged during the present war by torpedo or mine, and who have afterwards completed a further voyage on the articles of a British vessel." Every subsequent experience will be indicated by a bar placed under the badge. The King is the fount of honour, and he has interpreted the admiration of the Nation for the officers and men of the Merchant Service, who, non-combatants though they are, have stood in the forefront of the war by sea.

For two years the main forces of the enemy have been inactive, and he has confided his hopes to a new form of piracy conducted by the submarine armed with torpedo and gun. The campaign was to have starved us out in three months, then in six months, and afterwards in a year. The Navy has exhibited splendid initiative and persistence in fighting the submarine; but it was ill-prepared for such barbarous tactics, and some

time elapsed before the official assurance could be given that the menace was being held. It was a question of material specially suited to the novel conditions; and material such as small craft, bombs, and mines, takes much time to manufacture. If we have not been starved out, we owe our good fortune in the main to the dogged courage of the merchant seamen. The Germans thought to frighten them by threatening words and dastardly acts, calculating on producing such a reign of terror by sea that officers and men would refuse to leave the security of the ports. The enemy knew little of the spirit of these sailors. They treated his threats and his acts with contempt, continuing to go about their lawful business much as though no war were in progress. The new badge is an appropriate expression of the debt of gratitude which the nation owes to them.

Landsmen can form but an inadequate conception of the ordeal to which they have been submitted. In normal circumstances, the sailor must fight a never-ending battle against the fierce forces of Nature—wind, sea, fogs, and treacherous currents. As Dr. Johnson once remarked to Boswell: "The profession of soldiers and sailors has

the dignity of danger." Since the autumn of 1914, a period of over 3½ years, the Germans have been attacking British ships with mine and submarine. At first officers and men had no defence. Their frail ships were unarmed. But they were not dismayed; and it stands on record that no man has virtually capitulated to the enemy by refusing to go to sea. That is a fine record, the character of which is revealed by the fact that over 12,500 sailors have been murdered, to put the matter bluntly. At first their only hope of safety lay in the speed of their ships. The average tramp-steamer is not a greyhound—far from it; but it is remarkable how many vessels escaped even in the early days of piracy by using the helm and steaming their hardest. Gradually the Admiralty has provided guns, and guns' crews have been trained with remarkable results. Since the beginning of the present year nearly 200 ships, having been attacked, have escaped.

If we could only know how many submarines have been sunk by these valiant seamen of the Merchant Service, we should have even a more complete picture of the manner in which they have acquitted themselves.

## RED CROSS PEARLS: A MEDITATION.

By E. B. OSBORN.

SEVENTEEN hundred pearls, many of which are Orient gems of perfect form and lustre, have now been given for the Red Cross necklace. Each is a symbol of self-sacrifice, and the whole selection is a noble, necessary expression of the pity and piety and self-denying spirit of British womanhood. In gauging the worth of these love-gifts you must remember that the passion for pearls exceeds that which is felt by women for rubies or emeralds, or even diamonds. Jewellers know that their fair clients find it harder to part with these "bodies consisting of calcareous material with an organic base" (to quote a scientific definition of pearls) than with any other of the precious trifles in their caskets.

Why should it be so? Perhaps because pearls are mortal things, apt to lose the mild glow of health at times, yet able to regain it—but not for ever. So that they do not mock their possessor's mortality with the cold, unaging fire of a diamond, which is so sure of remaining a precious stone "when all thy wealth of beauty's gone." Her daughter may wear her pearls; hardly her grand-daughter. Then, pearls can be worn by anybody in good health; they are so translucent, so mild and gracious, so sym-

pathetic, that they harmonise with all the varieties of flower-like flesh of which Mr. George Moore gives an intriguing catalogue in one of his Irish novels.

The birth of the pearl is a legend in Western literature. It is the incarnation of a sad thought. In the East, however, the true, lowly origin of the pearl is never quite forgotten; as it was born in pain, so it is always associated with sorrow and forgiveness in the imagery of poet-philosophers. For thousands of years the true genesis of this gem has been known to the Chinese, who inserted tiny pebbles (nowadays they use small shot) into the valves of mussels in order to obtain seed-pearls of little value in a year or two. Minute mother-of-pearl images of Buddha are procured in the same way, and can be purchased at Hong-Kong and Singapore. This supposed sea-miracle, then, is the product of the pain, fading to discomfort, of a wretched shell-fish. Pearl-harvesting, as I have seen it in the islands of romance, is not a romantic business at all. The gasping cries and tortured faces of the brown divers; the stench and slimy looks of the oysters rotting in the sun and waiting to be searched; the foul oaths and angry bickering of the buyers and sellers of pearls—all these are ugly

memories which have caused me to think that pearls desecrate a woman's breast. The pearl-oyster has his quiet revenge on those who profit by his pangs. Nine times in ten a large pearl is finally ejected to relieve his distress—is lost in the ooze of the sea-floor and restored to the squalid obscurity whence it came. And it sometimes happens that the searchers of his torn and putrid tissues die of blood-poisoning. Moreover, the "patch of shell," about which the interest of a South Sea story turns, has often been the scene of murderous intrigues without any heroic touch whatsoever.

There are, of course, cleaner and more spacious memories in the mind's eye of the Polynesian pearl fisheries—the mysterious ocean rolling along in dreams from atoll to atoll; gleaming and humming beaches; nights that were a cool dark wind full of flickering stars; days of utter restfulness in a part of the world without, where it is always afternoon, and the struggle-to-live seemed a far-off, fantastical folly. But only the finer impressions will cling about these Red Cross pearls, which have been spiritualised, so as to be all they seem, in the service of England, blissful, sacrificial, keen. The necklace will be the most wonderful rosary of remembrance in the world.

## THE HERB GARDEN: HOMELY PLANTS.

By S. L. BENSUSAN.

SOMETIMES I think there is a future for the herb garden. There is a decided tendency to-day to collect the herbs that may be easily grown, and some that need no growing. Before the war we neglected our own fields and gardens, and looked to the foreigner.

Last year the common yarrow of the meadow was fetching sixpence a pound dry weight, and there was demand for other growths almost as common. Now I am told there is a call for rosemary, tarragon, horseradish, gentian, meadow saffron, motherwort, catmint, and eyebright. Doubtless others are required, and wholesale manufacturing chemists would supply inquirers with a list of needs and the prices to be paid for them.

Writing as a modest collector of odds and ends from herb-land, and the cultivator of a tiny herb-garden that would be larger if there were more use for it, I would suggest that there is pleasure and profit in the pastime of herb-raising. Only a few people can follow it, but there must be enough to whom more active work is denied to make us, by their efforts, independent of the foreign markets in days to come. In addition to growing the herbs there is the added interest of seeing what

the old herbalists thought about them, and how far their faith responds to ours.

Of the yarrow (*Achillea millefolium*) we read that it is "an upright and not unhandsome plant, and under the influence of Venus—an ointment of the leaves cures wounds." Rosemary is under the dominion of the sun. It helps a weak memory and quickens the senses. The dried leaves shred small may be smoked as tobacco, helping those "that have any cough, phthisis, or consumption." Rosemary is also "very comfortable to the stomach in all the cold maladies thereof." It even helps dim eyes and procures a clear sight. Of tarragon I find no virtues recorded in my herbals, but I have found sufficient by merely steeping the young leaves in vinegar through the winter and straining it in the spring. Tarragon vinegar in salads is to ordinary vinegar as champagne is to cider. Horseradish I have barred from the vegetable garden, for it comes to stay, shoots up weedly in unexpected places, and robs the soil.

Eyebright (*Euphasia*) is under the sign of the Lion, and its name explains its virtues. These at least have stood the test of modern experience, for the homœopathic practitioners make an excellent

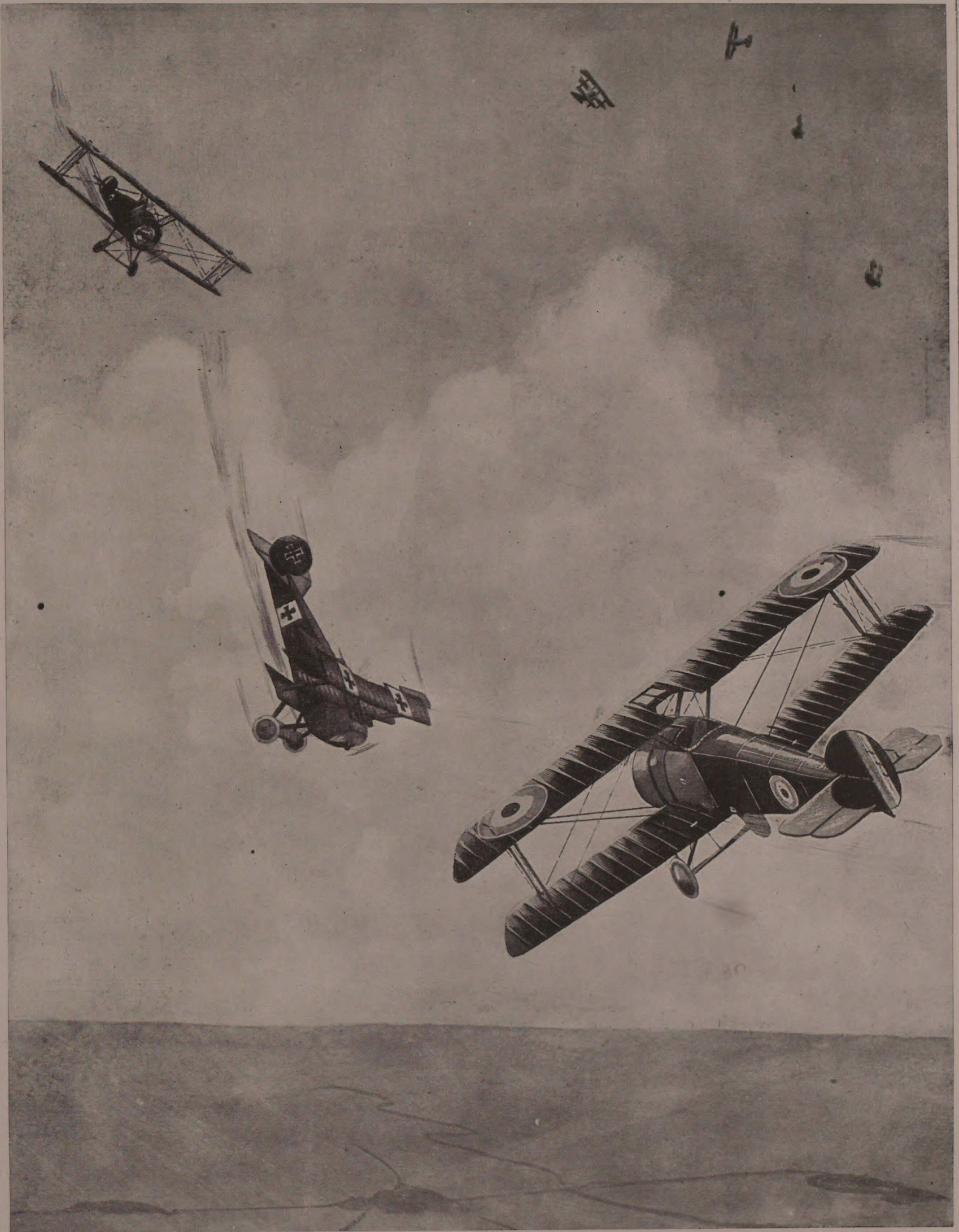
eye-lotion from it. It is, indeed, to the pharmacopœia of the homœopath that we must turn to find the modern herbal; and, owing to the progress that the theories of Hahnemann have made in the States and their persecution in England, many of the plant remedies come from America.

If the imaginations of past generations ran riot, they at least rioted pleasantly. Sir Thomas Browne, who was no jester, could assure us that the house-leek (*Sempervivum tectorum*) is a "defensive against thunder," and that the belief was widespread is suggested by the herb's Dutch name, "Donderbloem." Sir Thomas More wrote that the weasel, when about to do battle with a serpent, "armeth herself with rue"; while the learned author of the "Anatomy of Melancholy" teaches us that rue expels devils. John Evelyn wrote, "Were the virtues of the Elder but thoroughly known, I cannot tell for what our countryman could ail for which he might not find a remedy in every hedge." There are many who hold that there is not the human ill for which plant life does not provide the remedy. Before we can learn to fathom the healing possibilities of even the English flora, we must restore the herb-garden to its pristine state.



## RICHTHOFEN'S LAST FIGHT: THE END OF GERMANY'S PREMIER AIRMAN.

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



THE DESTRUCTION OF THE GREATEST AIR-FIGHTER GERMANY HAS PRODUCED: CAPTAIN BARON VON RICHTHOFEN BROUGHT DOWN IN THE BRITISH LINES.

In an official despatch from British Headquarters on April 22, it was stated: "The pilot of one of the hostile machines, which was brought down in combat, and fell in our lines, was the well-known German airman and fighter, Rittmeister Freiherr M. von Richthofen, who claimed to have brought down 80 machines. His body has to-day been buried with full military honours." Richthofen had succeeded Boelcke in command of the famous flying "circus." Describing his end, Mr. Philip Gibbs writes: "How it happened is not yet quite clear, and there are various theories as to the way in which

he was brought down, because there was a general fight over our lines, with many machines engaged on both sides, and in such cases it is difficult to get exact evidence. . . . It is certain that he was seen flying low, not more than 150 ft. above the ground, just before his machine crashed. . . . He was shot through the side, close to the heart." In our drawing his machine, which was painted red, is seen in the centre nose-diving to earth. A "Times" correspondent writes: "Machine-guns from the ground were also able to take a hand in the fight. . . ."—[Drawing Copyrighted in the United States and Canada]



# HOME EVENTS: RAIDERS DESTROYED; IRISH ARRESTS; DRYBURGH ABBEY.

PHOTOGRAPHS BY L.N.A., ILLUSTRATIONS BUREAU, FARRINGTON PHOTO. CO., TOPICAL, HUGHES, AND C.N.



BROUGHT DOWN DURING THE RAID ON LONDON OF WHIT SUNDAY NIGHT:  
A DESTROYED GERMAN AEROPLANE.



ONE OF THE SEVEN ACCOUNTED FOR DURING THE RAID ON LONDON:  
WRECKAGE OF A GERMAN AEROPLANE.



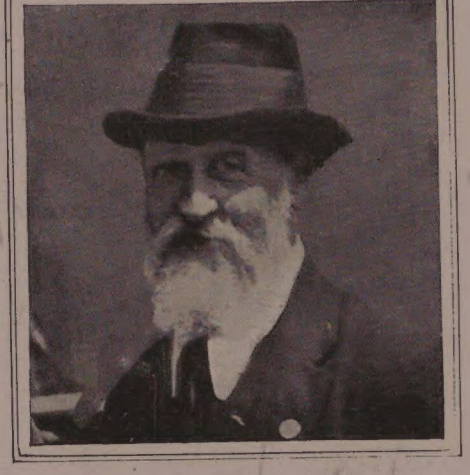
ARRESTED IN IRELAND: THE COUNTESS  
MARKIEVICZ.



A NOVELIST SINN FEINER ARRESTED:  
MR. DARRELL FIGGIS.



A SINN FEINER ARRESTED IN IRELAND:  
MR. JOSEPH MCGUINNESS, M.P.



A PROMINENT SINN FEINER ARRESTED IN  
DUBLIN: COUNT PLUNKETT, M.P.



THE SINN FEIN LEADER ARRESTED AT GREY-  
STONES: MR. EDMUND DE VALERA, M.P.



ONE OF THE ARRESTED SINN FEINERS:  
MR. JOHN MCGARRY.



SON-IN-LAW OF COUNT PLUNKETT:  
DR. THOMAS DILLON, ARRESTED.

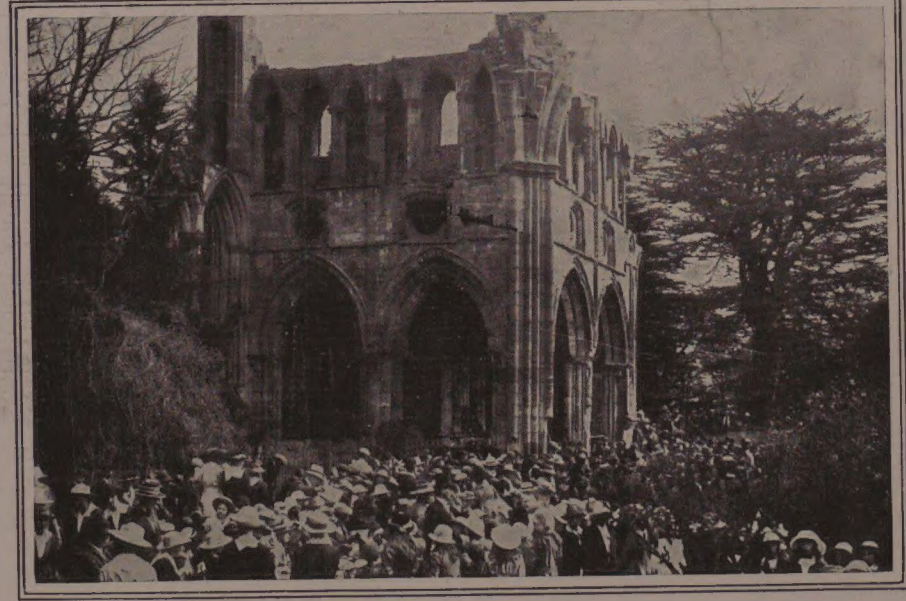


THE TREASURER OF THE SINN FEIN MOVE-  
MENT ARRESTED: MR. WILLIAM COSGRAVE.



THE DONOR OF DRYBURGH ABBEY TO THE NATION ANNOUNCING HIS GIFT:  
(L. TO R.) LORD GLENCONNER, THE DUKE OF ATHOLL, LADY GLENCONNER.

On May 18 Lord French, the new Lord Lieutenant of Ireland, issued a Proclamation, in which it was alleged that certain people in Ireland had "conspired to enter into treasonable communication with the German enemy." The issue of the Proclamation was swiftly followed by the arrest of a number of the most prominent Sinn Feiners, including their leader, Mr. Edmund de Valera. He led the insurgents in the Ringsend district of Dublin in 1916, and was afterwards sentenced to death, but the sentence was commuted to penal servitude for life. He was released in the general amnesty last year,



CONTAINING THE TOMB OF SCOTT: DRYBURGH ABBEY, GIVEN TO THE NATION  
BY LORD GLENCONNER—THE PRESENTATION CEREMONY.

and in July was elected M.P. for East Clare. Mr. William Cosgrave and Countess Markievicz were also sentenced to death and afterwards released.—The historic ruins of Dryburgh Abbey, where Sir Walter Scott is buried, were recently purchased by Lord Glenconner of the Glen, and have been presented by him to the Nation. The presentation ceremony took place there on May 14, where Lord Glenconner made a formal announcement of his patriotic gift. It was accepted on behalf of the Nation by the Duke of Atholl, who thanked Lord Glenconner in the name of the King.



## BOMBERS OF COLOGNE AND WESTERN GERMANY: AT THEIR CAMPS.

PHOTOGRAPHS NOS. 1, 3 AND 4, FRENCH OFFICIAL; NOS. 2 AND 5, BRITISH OFFICIAL.



ON THE EVE OF AN ALLIED AIR-OFFENSIVE: AT A FRENCH AVIATION CAMP—A BIG BOMBING PLANE PREPARING TO LEAVE THE GROUND.



UNDER ORDERS FOR AN AIR-RAID INTO GERMANY: ONE OF OUR VERY LARGE R.A.F. BOMBING MACHINES BEING GOT READY.



LOADING UP A BIG BRITISH BOMBING PLANE FOR GERMANY: ASSEMBLING BOMBS READY FOR STOWING ON BOARD.



SEEING ALL IN ORDER FOR SETTING OFF: FINAL DETAILS AND FILLING UP OF PETROL-TANKS IN READINESS FOR THE AIRMEN TO TAKE THEIR SEATS.



SHORTLY BEFORE THE AIRMEN GO ON BOARD: A FINAL CHECKING OF MAP-ROUTES WHILE THE MECHANICS FINISH THE "TUNING UP."

The week-end at Whitsuntide has been a time of exceptionally profitable success for the British bombing squadrons across the German frontier. On May 18 was the daylight bombardment of Cologne. A general panic was caused, and the moral effect is widespread. Railways, munition-factories, and barracks were bombed. On the previous night, Metz was bombed, and the neighbouring fortress of Thionville. Sixty tons of bombs were also dropped on Valenciennes, Courtrai, Aulnoye, Roulers and Chaulnes, Marcoing, Douai,

Bapaume, Bray, and elsewhere, and the locks at Zeebrugge were again bombed. On May 19 and on Whit Monday, at Landau, in Baden, a big British bombing-raid dealt immense destruction among the enemy munition-factories. In the previous week, Saarbrücken, a fortified *place d'armes* and munition factories station, was heavily bombed, five German 'planes "crashing" in our fighting. The great enemy Rhine fortress of Coblenz was heavily bombed a few weeks ago, and also Mayence, in addition to Stuttgart.





By G. K. CHESTERTON.

IT is well known that the German Emperor can speak and write English, and that many of his British apologists cannot. Moreover, there are deeds, especially Prussian deeds, which amount to a most eloquent sort of speech; and there are words, especially Pacifist words, which only amount to an excited form of silence. It seems somewhat unnecessary, therefore, that the Pacifist should always be translating and interpreting the remarks of the Prussian, who is quite capable of

foreigner, fallen by misfortune into Bleeding Heart Yard, I cannot think she would have extended her services as an interpreter to an arrogant and aggressive foreigner, who came there for the sole purpose of kicking and laming everybody else. But if it could have happened, certainly only Dickens could have done justice to the absurdity of the scene, or to the parallel absurdity of the present scene between the Allies, the Prussian speaker, and the Pacifist interpreter.

The Prussian proclaims, in a gruff but loud and quite articulate manner, "Alsace-Lorraine is German land." The Pacifist interpreter bows and smiles at us, and says, "The high well-born nobleman is proposing a compromise about Alsace-Lorraine." The Prussian says, still more loudly, "I am disposing of Poles and Ukrainians as I jolly well choose." And the interpreter remarks, in a radiant and explanatory manner, "Our friend is saying that he fully accepts the principle of self-determination for all peoples, especially (for example) for Poland, or the various parts of disrupted Russia." The Prussian roars in a voice like thunder, "I have conquered!" so that he can be heard in all the streets round Bleeding Heart Yard. And the Pacifist Plornish, still apparently under the impression that we are all stone-deaf, condescends to convey the information:

"He says that neither side can possibly win in a modern war."

With the very temporary lull following on the great German failure at Loche, the amateur interpreter has revived and returned. Because the enemy has not actually got the triumph of which he actually boasts, we are again asked to behave not only on the assumption that he will never get it, but on the assumption that he will never want it. We are to suppose that the North German tyranny, while it still feels triumphant and undethronable, will become suddenly benevolent merely because it finds itself suddenly thwarted—a singular reading of the real history of tyrants. Now there is not the faintest doubt in the world about the present mood of all that counts in modern Germany. It is expressed in everything Germany is doing in Eastern Europe. She is behaving every bit as brutally and despotically to the Ukrainian nation which she created as she did to the Polish nation which she destroyed. For, indeed, it is the very inmost idea and spirit

of Prussianism that it can only destroy; that what it calls its creations are only varied shapes of destruction; that they are not forms, but only fragments. But this unmeaning mastery, such as it is, she is quite shamelessly imposing on the East; and she is showing, by every unmistakable word and motion, that she would like to impose it on the West. Now in this connection the issue is absolutely plain and practical. We have good grounds for faith that she will not be able—at least to that extent, and at least at present—thus to impose it on the West. It may be that she knows herself that she cannot, to that extent or at present, impose it on the West. But two facts are of a glaring simplicity—the first is that she would like to impose it on the West, and the other is that she would be much more able to do so after ten years of having systematically imposed it on the East. In other words, she will return to the charge ten years hence, with the other half of Europe behind her. It will be 1914 over again, with the same causeless German aggression, the same lawless German attack, the same crimes, the same insults, the same intolerable experiences, and with only one difference—that the "Russian steam-roller" will be much more like a steam-roller, and it will be on the other side.

This being the simple situation, most of the new moves for peace naturally do not move us—merely because we do not believe they are for



THE KING'S CERTIFICATE ON DISCHARGE: THE DESIGN FOR THE NAVY.

His Majesty recently approved the award of a special certificate of honour called "The King's Certificate on Discharge" to sailors and soldiers discharged through wounds or disabilities due to enemy action. The designs were drawn by Mr. Bernard Partridge. That for the Navy is printed in blue, and that for the Army in red. The blank lines are for the recipient's name, rank, and ship or regiment.

speaking for himself, and still more of acting for himself. And it is still worse when the interpreter translates after the fashion of Mrs. Plornish—not even into English, but into broken English. Our old friend the *Continental Times* was always very entertaining in this fashion, though broken English is a faint and inadequate expression for a literary style which referred, in a passage of tragic passion, to the blood shed on battlefields as "a red fluid." There used to be many columns full of metaphor and symbol in that style in the *Continental Times*, in the happy days when I was counted worthy to receive copies of it by post. They were all carefully printed in English for my benefit; and, despite my own ignorance, I almost think they would have been more comprehensible if they had been printed in German.

But for the moment I am concerned, not with the quality of the translation, but with the need—or rather, the needlessness—of any translation at all. Mrs. Plornish would, no doubt, have gone on translating the Italian's remarks into broken English long after the Italian himself could express them in perfect English. And I wish it were obvious that the motives of the peacemakers were as innocent and amiable as those of Mrs. Plornish. But though Mrs. Plornish was kind to a lame



THE KING'S CERTIFICATE ON DISCHARGE: THE DESIGN FOR THE ARMY.

peace, but only for future war. It is simply senseless to remind us (as if we need the reminder!) of the horror of the carnage, when we think a truce would not remove but repeat the carnage. If many must die before Middle Europe is defeated, many more will most assuredly die before Western Europe is finally extinguished; and Middle Europe will certainly lead all Eastern Europe to war to extinguish it if we leave it with its present power to do so.

### IMPORTANT NOTICE: "THE ILLUSTRATED LONDON NEWS."

Beginning with the issue dated June 1 next, the price of "The Illustrated London News" will be advanced to One Shilling. In the same way our contemporaries will raise their price. This has been made necessary by the great increase in the cost of paper and of all other materials used (to say nothing of the scarcity of paper), and the further increase in the cost of labour and transport. The normal price of Sixpence will be resumed as soon as possible.



## A FAMOUS ARTIST'S WORK AT THE FRONT: ORPEN WAR PICTURES.

FROM THE EXHIBITION AT MESSRS. AGNEW'S GALLERY OF PICTURES BY MAJOR WILLIAM ORPEN, ONE OF THE OFFICIAL BRITISH WAR ARTISTS.



AT COURCELETTE: "THE END OF A HERO; AND A TANK."



A PLACE OF TRAGIC MEMORIES: "THE BUTTE DE WALLENCOURT."



WITH HIS CREW STRIPPED TO THE WAIST FOR THEIR ARDUOUS WORK: "A HOWITZER IN ACTION"

It was arranged that an exhibition of war-pictures by Major William Orpen should be opened on May 23, at Messrs. Agnew's Gallery in Old Bond Street, by Lord Beaverbrook, Minister of Information. Major Orpen has spent about a year in France as one of the official British war-artists, and this exhibition represents the result of his work. The pictures, which number over a hundred, illustrate various aspects of the Front with the

artist's characteristic vigour. They include landscapes, giving a new view of the battle-fields and camps, and studies of guns and trenches, British soldiers, and German prisoners. The portraits are naturally of especial interest. Among the "sitters" were Viscount French, Sir Douglas Haig, Sir Hugh Trenchard, Captain McCudden (whose portrait we reproduce on another page), and other well-known figures.



# THE WORLD OF FLIGHT

## GROUNDINGS IN THE FLYING SERVICES.

By C. G. GREY,  
Editor of "The Aeroplane."

SO much has been said and written of late concerning the enormous number of officers and men employed on the ground in keeping a comparatively small number of war-aeroplanes in the air that the subject seems worthy of discussion, without entering into any controversy on the matter and without pretending for a moment to have any official data.

One is continually told that if this, that, or the other department of the Army were run by business men it would be 100 per cent. efficient instead of about 10 per cent., as alleged. Yet, when one comes to study the work of that department in detail, one is generally surprised to find how really efficient it is. The only fair way of discussing this particular problem is to contrast a purely commercial proposition with a purely military proposition in the light of facts known to all. Thus one cannot convey information to the enemy, though one may, perhaps, enlighten civilians who consider themselves quite good business men because they have succeeded in making money commercially.

Let us first take the well-known pre-war case of a civilian aviator who endeavoured to make a living by giving exhibition flights in various parts of the country for what he hoped were adequate fees. Such a man generally had two complete aeroplanes, at least three mechanics and sometimes four, an agent in advance to see about housing his machine and to see that the next aerodrome was fit to use, and a business manager. Sometimes he had a motor-wagon on which to transport his aeroplane by road, or to fetch it if damaged in flying across country; and always he had a motor-car for his private conveyance. The mechanics had to assemble his machine when it arrived at the aerodrome where his next exhibition was to take place. They had to "tune it up," and they had to keep his engine in running order. Thus it took, on the face of it, five or six men to keep him in the air. Civilians who took an interest in flying long enough ago to remember this simple fact are rather prone to ask why five or six men on the ground are not enough to keep a military aviator in the air also. But what they forget entirely is that the exhibition aviator before the war bought with money what an army in the field has to do with man-power alone. That is to say, for example, he and his mechanics lived in the nearest hotel, and bought their food when and where they wanted it. Army aviators and air mechanics, on the other hand, have to be housed and fed on the spot, and, consequently, men and transport-wagons are necessary to provide them with food and lodging. The exhibition aviator had the oil and fuel for his engines and for his motor wagon and car delivered to him by the petroleum company or by the nearest garage. If he wanted spare parts for his engine, they were delivered by

the postman from the makers. And so on for many minor details. Thus, by spending money, he had at his command the services for part of their time of a vast number of different people.

Money can always be translated into terms of man-power. Thus one has known an exhibition flier to be taking £100 a week for his shows, and then to be only just able to make both ends meet. Now £100 a week translated into wages at pre-war rates means 50 men at £2 a week. Which is to say that, after allowing for personal expenditure

flying unit, one ought by rights to express it in terms of the number of man-hours of work expended on the ground in proportion to the number of flying hours spent in the air.

Let us now consider the military proposition in comparison with that of the exhibition flier. The first and most important thing to remember is that in the Army no man can do several different jobs; as in civilian business; for the good and sufficient reason that, in time of stress—as, for example, in the midst of a great battle—every job may have to be going on at once. Each man must have his own job; and, though he may be able to do several other jobs, there must be enough men to do all the jobs at once if necessary.

Let us take, for example, a single aeroplane of a squadron at the front consisting of eighteen two-seater reconnaissance aeroplanes. One particular machine has at least two skilled engine-mechanics going over the engine, seeing that all nuts and bolts are tight, and that everything is properly adjusted. A couple of skilled "riggers" are at the same time inspecting the wires, and all the fittings of the wings and body. Two unskilled men are, meanwhile, filling up the tanks with petrol, oil, and water. At least two more specialists, from the bomb department, are busy putting bombs in their clips, seeing that the release-gear works properly, examining fuse adjustments, and so forth. Probably two more, from the armament section, are putting on board ammunition for the three or four machine-guns which the machine carries. Another one at least, from the photographic section, is fixing the camera in position, seeing that a loaded magazine of plates is in place, testing the working of the shutter, and so forth. That means to say that eleven men at least are attending to the toilet

of that one machine before she starts. In the meantime, the pilot and observer are probably washing and dressing, having breakfast, and getting into their flying-clothes. Each taking his share of the services of batmen—or officers' servants—mess-waiters, cooks, etc., one may say that two more men are wholly employed in this way. Which brings the total number up to thirteen merely concerned with preparing for the flight. And, remember, there ought by rights to be enough men available to do the same work in relation to each aeroplane of the eighteen of the squadron all at once.

For the whole squadron that means 234 men straight off. The fact that far fewer are employed only shows how economical the Army is in reality.

In addition, there are skilled mechanics in the squadron workshops, fitters, machinists, and other trained workers—about 150, besides a number of unskilled; also lorry and car drivers, clerks, store-keepers, etc.—easily accounting altogether for 25 or 30 men on the ground for each aeroplane in the air.



ON THE WESTERN FRONT: PILOTS EXCHANGING NOTES ON THE WORK BEFORE THEM WHILE A BATTLE-PLANE IS GOT READY TO START.  
Official Photograph.

and for the purchase of material and food as such, the balance was consumed in labour, so that it took the work of anywhere between 25 and 30 men to keep him in the air. Now, over and above this, it must be remembered that the exhibition aviator only flew on two or three days a week. The rest of the time he was moving from one flying field—or aerodrome—to another, or was getting his machine and engine into flying order. His mechanics had all day to work on their jobs.



A FLYING "KAMERAD": A NEWLY CAPTURED GERMAN MACHINE AT A BRITISH AIR FORCE DEPOT NEAR THE FRONT.—[Official Photograph.]

Probably one or other of them drove the motor-wagon. He drove his car himself. Also, the mechanics worked either on the engine or the aeroplane as required. Thus one man did several different jobs, and so the extra time available made up for the apparently small number of men employed. Yet, when one considers the small number of hours actually flown by the exhibition aviator, the number of men employed was really quite large. For, in estimating the efficiency of a



# A FAMOUS PAINTER AS WAR-ARTIST: AN ORPEN EXHIBITION.

FROM THE EXHIBITION AT MESSRS. AGNEW'S GALLERY OF PICTURES BY MAJOR WILLIAM ORPEN, ONE OF THE OFFICIAL BRITISH WAR ARTISTS.



"CAPTAIN J. B. MCCUDDEN V.C.": AN ORPEN PORTRAIT OF A FAMOUS AIRMAN.



AT CASSEL: "THE HOUSEHOLD BRIGADE PASSING TO THE YPRES SALIENT."



A PORTRAIT OF THE ARTIST BY HIMSELF: "READY TO START"—MAJOR ORPEN IN WAR-KIT.



"BOMBING AT NIGHT": A GROUP DURING AN ENEMY AIR-RAID NEAR THE FRONT.

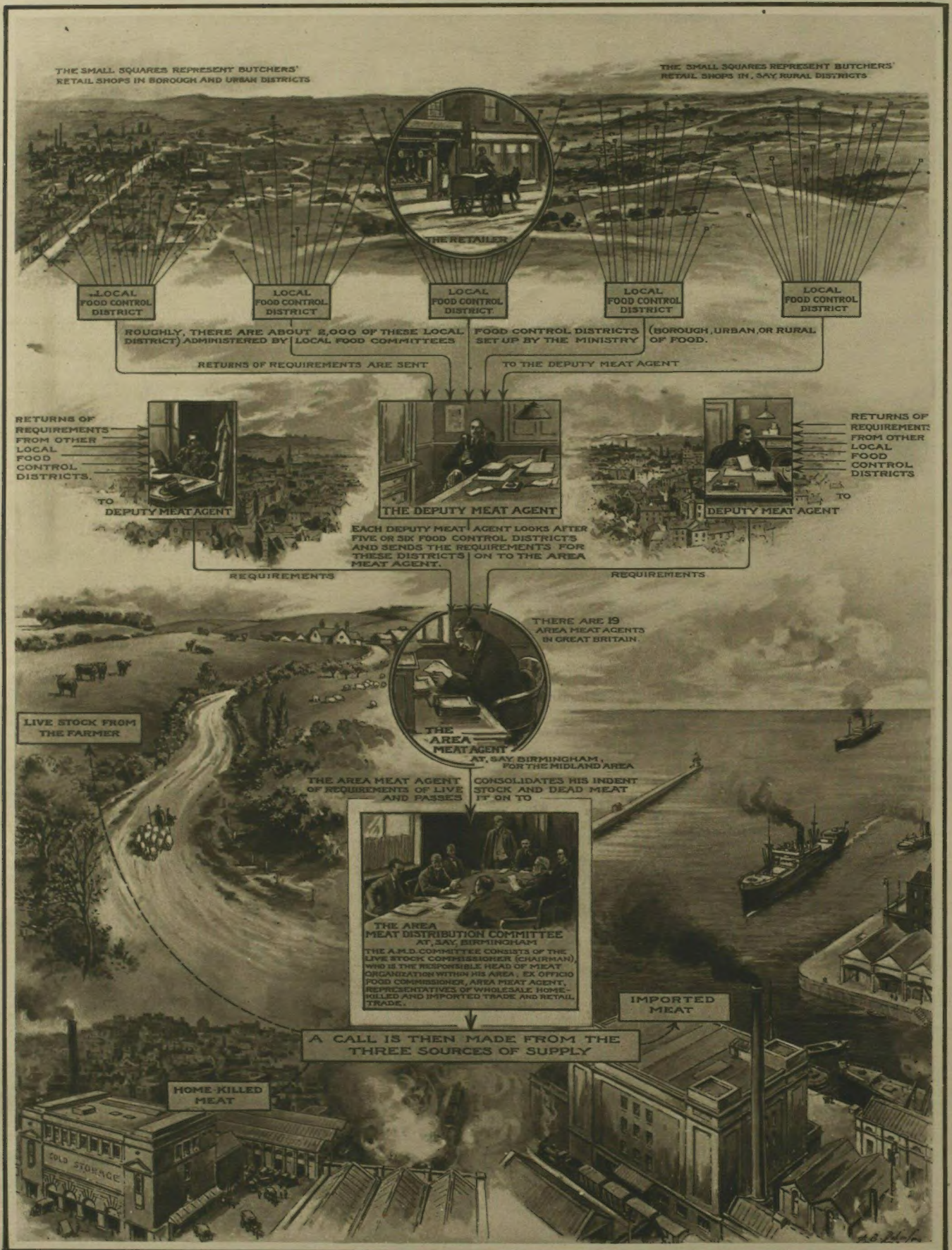
As mentioned on another page giving other examples of his work, it was arranged that an exhibition of pictures painted at the Front by Major William Orpen, who has been in France for about a year as one of the official British war-artists, should be opened at Messrs. Agnew's Gallery in Old Bond Street on May 23. Major Orpen has, of course, a great reputation as a portrait-painter, and consequently this part of his work at the

Front is of particular interest. The portrait of himself given above shows him as seen reflected in a mirror, apparently leaving a café for his day's work. He is wearing a "goat-skin" coat and a steel helmet. Captain McCudden, it will be recalled, was recently awarded the Victoria Cross for conspicuous bravery, perseverance, and devotion to duty. He also has the D.S.O. (with bar), the Military Cross (with bar), and the Military Medal.



## FOOD CONTROL ORGANISATION: THE MACHINERY OF MEAT SUPPLY.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



HOW THE DISTRIBUTION OF MEAT IS GOVERNED BY THE FOOD CONTROLLER: DIAGRAMS ILLUSTRATING THE SYSTEM OF FOOD-CONTROL AREAS AND DISTRICTS.

The task of controlling the Nation's food and arranging for its proper distribution entails much work and a great organisation. The above diagrams illustrate pictorially the general operation of the system in regard to the supply of meat. For this purpose the Ministry of Food has divided England, Wales, and Scotland into fifteen areas, which, in turn, are subdivided into local food-control districts, of which there are about 2000 in

all. In each area the supply is governed by the Area Meat Distribution Committee, which receives, through its Meat Agent, information collected by Deputy Meat Agents from the various districts in the area regarding the amount of meat required. The Committee then issues a call to the sources of supply, live-stock on farms, stores of home-killed meat, and imported cargoes.—[Drawing Copyrighted in the United States and Canada.]



## FROM FIELD TO KITCHEN: THE CONTROLLED DISTRIBUTION OF MEAT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



THE CHANNELS OF MEAT-DISTRIBUTION UNDER THE MINISTRY OF FOOD: DIAGRAMS SHOWING HOW MEAT TRAVELS FROM THE FARMER TO THE CONSUMER.

At the top of the page is seen a typical farm, from which live-stock is sent to market or to an authorised slaughter-house, either direct or through the medium of a licensed dealer. In a meat market to-day there is no sale by auction: every beast or sheep is received by an authorised Government agent, who allots meat to the retailers present according to their permits. Live-stock from the market or dead meat from the slaughter-

house may traverse devious routes and pass through various hands before reaching the consumer. These routes may be traced on the diagrams by the "in" and "out" arrows. By whichever route meat reaches the consumer, the price paid to the farmer and that paid by the consumer does not vary. In each meat area a Live-stock Commissioner "keeps an eye" on the whole system.—[Drawing Copyrighted in the United States and Canada.]



# A MODERN VERSION OF THE SCYTHE-CHARIOT: AN ARMoured CAR'S DASH THROUGH THE ENEMY.

DRAWN BY GEORGES BLOTT FROM MATERIAL SUPPLIED BY A FRENCH MOTOR MACHINE-GUN OFFICER.



THE ILLUSTRATED LONDON NEWS, MAY 26, 1918, p. 189

DASHING THROUGH A VILLAGE CROWDED WITH GERMAN TROOPS, AFTER EXPENDING ALL ITS MACHINE-GUN AMMUNITION A HEROIC EXPLOIT BY A FRENCH ARMoured CAR.

It will be recalled that some wonderful exploits were performed during the recent Allied retreat by a detachment of French Canadian armoured cars armed with machine-guns. But few have been able to leave the scene of their exploit. The French Army, one of which is seen in the above drawing, effecting a dramatic retreat to the French lines. The car was in charge of Sergeant-Major André Marie Jean Proust, who was afterwards awarded the Military Medal. The official account of his achievement was as follows:

"He was ordered to lead a patrol with his machine-gun car, to cover the withdrawal of some advanced posts. He did not leave until he had exhausted all his ammunition, and was completely surrounded by the enemy. Being compelled to pass through the village of H. . . . by the river in the face of the Germans, he forced through groups of the enemy, crossed a bridge, defeating his car, and succeeded in reaching our lines. . . ."



# NIGHT AT A FRENCH CORPS HEADQUARTERS: A "CALL" DURING THE GREAT BATTLE.

FROM A DRAWING MADE ON THE SPOT BY GEORGES SCOTT.



A MESSAGE FROM THE BATTLE-LINE: THE OFFICER ON NIGHT DUTY ANSWERING A RING FROM THE FIGHTING-ZONE ON THE TELEPHONE SET ON A CHAIR BY HIS BED.

The locale is the interior of a shell-battered farm, on the edge of a battlefield in Northern France, where, in what apartments can be made habitable, an Army Corps Commanding General, and the immediate entourage of his headquarters staff, have installed themselves—as is a common practice, where it can be managed. The room seen is used as the office and sleeping-room of the "officier de service," the staff officer on duty for the night. He had laid down on the bed fully dressed to snatch an interval

of sleep, if possible, with a rug over him, and with, as usual, the telephone-receiver in connection with the front line close at hand and near his ear, so as to be roused on the first tingle of the bell. Messages, of course, come suddenly at all hours. The officer is seen taking one in, while an orderly dozes in a chair in front of the fire, cloaked and capped and ready to spring up and be off at a second's notice.—[Drawing Copyrighted in the United States and Canada.]



## ROLLING OVER AND OVER IN MID-AIR THROUGH SEVEN FOES: A BRITISH AIRMAN'S WONDERFUL AERIAL ACROBATICS.

FROM A WATER-COLOUR BY C. FLEMING WILLIAMS. COPYRIGHTED IN THE UNITED STATES AND CANADA.



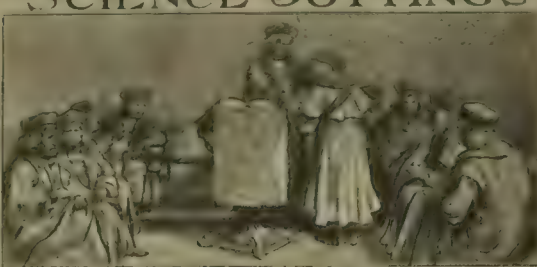
"HE ROLLED CONTINUOUSLY FROM 12,000 FT. TO 2000 FT., WITH THE WHOLE GERMAN SQUADRON BLAZING AWAY AT HIM": "TUBBY'S" ESCAPE, BY "EEL-LIKE TACTICS."

Wonderful indeed are the feats which the human "birds" are now able to perform, and one of the most wonderful on record is shown in this illustration, the story of which is as follows. "One of our pilots, when 'looking for trouble,' descried two rather slow German two-seaters, which offered such an easy prey that, when about to open fire, it struck him that it was too easy. Looking over his tail, he saw a squadron of Scarlet Scouts, black-crossed, diving at him! Realising that it was useless to try and dive away from them, and worse than useless to fight the lot single-handed, he was momentarily at a loss. Then he started aerial acrobatics. He commenced to roll; that is, to turn over and

over laterally, using the length of his fuselage as the axis. He rolled continuously from 12,000 feet to 2000 feet, covering a distance of eleven miles, with the whole German squadron blazing away at him for all they were worth. Owing to his eel-like tactics, he not only got home safely, but, later, had the opportunity of downing a large number of the enemy single-handed, thereby winning the D.S.O. and Military Cross." In the drawing the British machine, bearing the name "Tubby," is shown upside down in the centre on the left. The other seven are the German aeroplanes, of which all but the two are coloured red in the original drawing.



## SCIENCE JOTTINGS



## PROTEIN LIFE AND GROWTH.

THE rationing system has forced some knowledge of chemistry on all of us, and no one wants to be told nowadays that his food must contain protein, fats, carbohydrates, and mineral salts; yet perhaps we do not yet fully realise the extreme importance of protein. Not only is it the main constituent of the protoplasm of which every living cell in the human body is made, but, unlike all the other elements in our food, it is capable by itself of supporting life. Thus, when Nansen and his companions on their Polar Expeditions were forced to exist on a diet consisting exclusively of meat and fat, they found that, contrary to expectations, they not only suffered no inconvenience, but actually put on weight. Most of us know by personal experience since the beginning of the war that this would not have been the case had they tried to satisfy their hunger by living on carbohydrates alone.

Why this should be so has only lately been discovered—or rather, it is only lately that we have been able to make a guess at the mystery. Protein has, like many other organic substances, an excessively complex molecule, and therefore defies all ordinary means of analysis. One knows, however, that in course of digestion it breaks up into a whole series of less complicated bodies known as amino-acids, of which amino-acetic acid, or glycocoll, is, perhaps, the most familiar type. But these are both very numerous and differ much in their characteristics, and it is now thought that each function of the body requires its own particular amino-acid for its upkeep in action. Hence it is that we must consume protein to maintain our energy or power of work, as is well seen in experiments on dogs, who, although they can live and apparently thrive on a diet of carbohydrates only, yet lose all their more characteristic features, such as fierceness and liveliness, and show little power of resistance when attacked by disease. Protein can, of course, be obtained from vegetables as well as from meat, and oatmeal and bread both yield it in some quantity. But, when all is said, meat continues to be the most convenient form in which we can absorb the protein we require; and, with all due deference to the Food Controller, we should all of us suffer if the meat ration were to be altogether withdrawn from civilians.

This, however, is not all the story. Among the amino-acids is one called tryptophane, which was once lightly accounted of as a mere pigment or colouring matter, but is now shown to be of great importance for the repair—and therefore for the



MINING A ROAD: ENGINEERS AT WORK ON THE BRITISH FRONT IN FRANCE.  
Official Photograph.

manufacture, so to speak—and maintenance of cellular tissue. This tryptophane, however, unlike the other amino-acids, cannot be produced within the body by the break-up or combustion of protein, or in any other way, but must needs be taken in

in the young animal, and without which the organism, although it may continue to live, cannot develop. Professor Gowland Hopkins, by his experiments on rats, proved that this "fat soluble accessory," as he calls it, is of such importance that, when fed on an otherwise physiologically correct diet from which it was absent, the young quadrupeds on which he was experimenting languished and died; and, although this does not logically follow, there is little doubt that the result would be the same with human beings. Yet Professor Hopkins himself averred in his lecture at the Royal Institution early in the month that, all advertisements to the contrary notwithstanding, the vitamins had never been isolated; and it is probable that they, like the metallic and other "catalysts" of which we have heard of late, act by their presence only, and that in extremely small quantities. Be that as it may, it is certain that the fat soluble accessory has not yet been met with in animal food save in the form produced by the animal—such as meat or milk.

From all this it follows that we cannot yet do without protein, and the only form in which it is possible or convenient for most of us to take it into our systems is, under existing conditions, in the form of animal food. Hence the vision which has for some time been floating before the eyes of the sect—as it may almost be called—of vegetarians

of a world of mad Nebuchadnezzars subsisting on grass or cabbages, fades into nothingness. So does the dream, more scientific in outward appearance, of the manufacture of some sort of chemical food in the laboratory whereby man will be able to nourish himself on tabloids or jelly in small compass, without preying like other carnivora on the bodies of his fellow animals. This dream, which appeared possible to writers of such different views on the future of humanity as Winwood Reade and Mr. H. G. Wells, now seems further off than ever; and, if it could have been realised by patient research, would before now have been given reality by the Germans. Hence we must all welcome the



A TRAM-CAR AS COMMUNAL KITCHEN: AN INGENIOUS MUNICIPAL EXPERIMENT AT HALIFAX.  
An electric tramcar belonging to Halifax Corporation has been converted into a fully equipped travelling kitchen, capable of supplying 1000 portions. It has electric stoves, with current supplied from the overhead wires, and a 1200-gallon water-tank. Meals are served from both sides, and there is a cash office at each end. It can run to any part of the 33-mile system.

by way of the mouth as food. There is also in meat the vitamin, the mysterious substance which, as has lately been shown in this column, makes, in some way not yet sufficiently explained, for growth

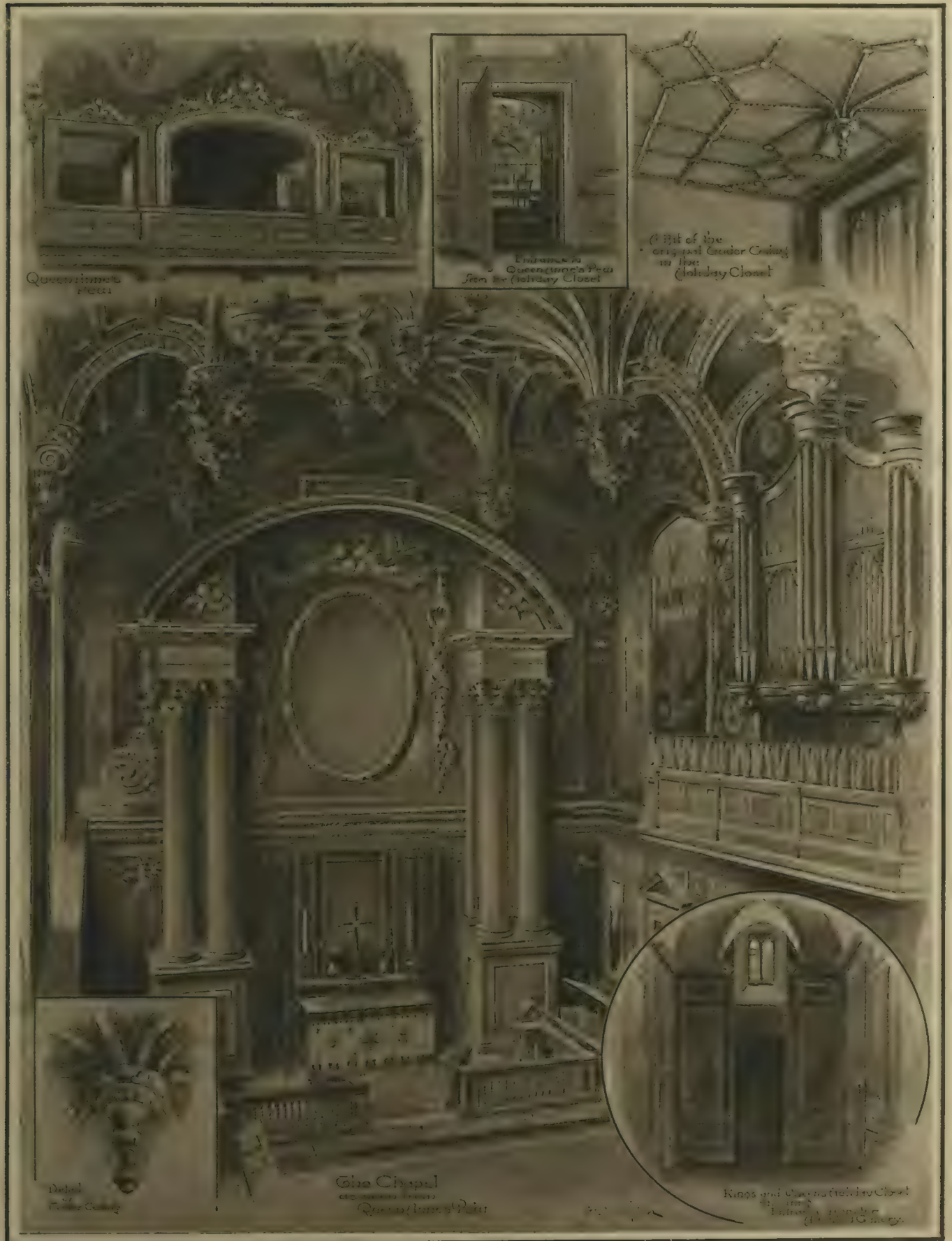
last of the Ministry of Food in allowing us to supplement our diet of potatoes and fish with a little more of our chief source for the supply of protein in the shape of meat.

F. L.



# NEWLY OPENED TO THE PUBLIC: THE CHAPEL AT HAMPTON COURT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



## WHERE, IN THE "HOLIDAY CLOSET," THE ILL-FATED CATHERINE HOWARD WAS MARRIED TO HENRY VIII.: THE CHAPEL ROYAL AT HAMPTON COURT AND ITS PRECINCTS.

It was recently arranged, with the King's approval, to open to the public the historic Chapel at Hampton Court, along with the adjacent Haunted Gallery, where the ghost of Catherine Howard is said to have been seen. The Gallery leads into the so-called "Holiday Closet," or Oratory, where Henry VIII. was hearing Mass when his doomed Queen made an unavailing attempt to reach him and appeal for mercy. In Queen

Anne's time this oratory, where all the Sovereigns from Henry VIII. to George III. made their devotions, was divided by panelled walls into several sections, but part of its exquisite Tudor ceiling has survived intact in its original state. The chapel itself has the richest roof of any in England. In this Chapel Shakespeare and the King's Company of Actors attended service.—[Drawing Copyrighted in the United States and Canada.]



## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY MARY LAFAN, LAPAYETTE, LANBERT, VANDYKE, MEDORA, SPEARCKY, DUFFY, SWAIN, LACEY, YERBURY, SABOTY, VANDYCK, MIDWINTER, LUFFY, AND BACON.



CAPT. MICHAEL CHAFMAN, M.C.

Grenadier Guards. Son of Sir Arthur Chapman, who was for some years Chairman of the Surrey County Council.



LIEUT. W. D. FEATHERSTONE, M.C.

R.F.A. Son of Dr. and Mrs. Featherstone, The Grove, Erdington, Birmingham. Had displayed great gallantry.



NURSE E. D. PEPPER.

Nursing Service. Died while on active service in discharge of her duties as a nurse, affording one more example of our women's zeal in their work.



2nd LIEUT. REGINALD T. DENT.

Rifle Brigade. Third son of Mr. and Mrs. R. W. Dent, of Flurs, Westmead. Killed in action on the Somme.



LIEUT. NOEL ROLAND ABBEY.

Grenadier Guards. Second son of Mr. and Mrs. Abbey, of The Drive, Hove. An old Etonian. Aged 20.



LIEUT. HORATIO SPENCER WALPOLE.

Coldstream Guards. Younger son of the late Mr. H. S. Wade-Walpole, and of Mrs. Wade-Walpole, Montpelier Square, S.W.



CAPT. R. P. L. DALLAS, M.C.

Northumberland Fusiliers. Son of Mrs. A. Dallas, Marlborough Mansions, Hampstead, N.W. Killed in action. Aged 25.



LIEUT. W. SPROSTON ALLEN.

R.F.A. (attached R.G.A.) Only son of Mr. and Mrs. H. Sproston Allen, "Penricon," Newton Park, Leeds, formerly of York.



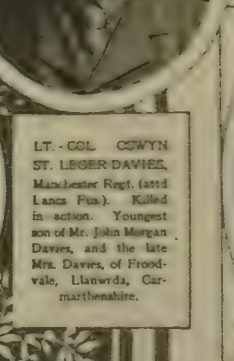
LIEUT. DANIEL STALKER.

R.F.A. Son of Professor A. M. Stalker, St. Andrews University. Lieut. Stalker entered the Army in 1914. Reported as having died of wounds.



LIEUT.-COL. H. F. KIRKPATRICK, D.S.O.

The Buffs. Mentioned three times in despatches. Leaves a little son who now becomes heir-presumptive to his uncle, Sir Charles Kirkpatrick, Bt.



LT.-COL. COWYN ST. LEGER DAVIES.

Manchester Regt. (att'd Lancs Fus.). Killed in action. Youngest son of Mr. John Morgan Davies, and the late Mrs. Davies, of Frodville, Llanwrda, Carmarthenshire.



CAPT. CHARLES INGLIS CLARK, B.Sc.

A.S.C. Only son of Dr. and Mrs. Inglis Clark, of London Road, Edinburgh, and Oakwood, Roslyn, Midlothian.



LIEUT. ROBERT D. MCINNES.

Son of Mr. R. G. McInnes, of Amble, Northumberland. Died of wounds in France. Aged 32.



SUB-LIEUT. J. F. S. BARTON.

Royal Naval Division. Killed in action. Sailed in the H.A.C. in 1914, and later obtained his commission.



LT. HAROLD JOHNSTON BROWNE.

R.A.F. Son of Mr. Harold Browne, Plantix Road, Hampstead, and Queen Victoria Street, E.C. Reported as being killed in the course of "a very brave deed."



2nd LIEUT. H. CHIGNELL.

Worcester Regt. Son of Mr. George Street Chignell, 111E House, Elm St., Worcester. Officially reported as killed in action.



CAPTAIN P. GERALD MELNEY, M.C., B.A.O.

R.A.M.C. Eldest son of the Rev. Robert Melney, M.A., The Manor, Downpatrick.



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IF only everyone would read Miss Wright's report below there would be no more grumbling about the unaccustomed flour we are getting now-a-days—it is highly nourishing, and, as Miss Wright says, with Goodall's Egg Powder you can easily tame it into good behaviour—and save  $\frac{3}{4}$  of the cost of eggs into the bargain. Instead of using the 2 or 3 eggs your recipe probably called for, just



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"Gordon Bleu,"  
Medallist of the  
National Training  
School of Cookery;  
Domestic Editress  
"Everywoman's  
Weekly," &c., &c.,  
and one of the best  
known cookery  
experts in London

use *one* (or even omit eggs entirely) and a  $1\frac{1}{2}$  d. packet of Goodall's Egg Powder. You will then get cakes practically as light and tempting and delicious as your pre-war ones—at practically pre-war cost. Cookery Schools and up-to-date homes all over the Kingdom are using Goodall's Egg Powder generously. Why not begin to do the same, and begin to save *your* money?

**Miss Wright reports:** "With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty . . . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates."

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FOR  
THE  
TROOPS

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## NEW NOVELS.

"Kings at Arms." History made easy is to be found in the novels of Miss Marjorie Bowen. She saves us the trouble of going to the fountain-head, and presents her mighty figures with as little fiction as need be, and that mostly, being a feminine writer, in meticulous details of wardrobe and toilet. We recall William of Orange's handkerchief, pressed to his lips, when we find in "Kings at Arms" (Methuen) so much play made with the disorders of Peter

colour of Miss Bowen's well-known paint-box. Whether it is wise to give young readers a means of imbibing, say, Sismondi or Motley at second-hand may be a debatable point. Our own feeling is that the novel-reading world is the richer, as it is the wiser, by books of the class of "The Viper of Milan" and "I Will Maintain"; and we extend, therefore, a hearty welcome to "Kings at Arms."

"Men and Ghosts." The climax of "Men and Ghosts" (Collins) comes in a sick-room, at the death-bed of the man who, of all the characters,

was the most keenly alive, and the most nimble at holding solemn issues at arm's length. To him, dying brought determination; and brought, presumably, clear thinking—a gift that we feel was not highly developed among his friends. In many ways the book is loosely put together, passing from one to another small crisis by interchanges which are insufficiently linked by the study of Rose and the autobiographical form of its narrative. In view of the fact that Bill is paramount at the end, the account of the youthful experiences of the other man, reviewed in the first person, seem to us to be not wholly relevant, although they are matter of interest, and written with vigour and sincerity. Mr. Allan Monkhouse protests too much in the prologue. His talent shows itself to better advantage in certain sudden flashes than in long-drawn efforts of psychology. As, for

instance, when the dying Bill from his bed asks his friend, "in a lamentable tone, 'Am I less than a man?'"—and is answered, "*Man is a spirit.*" This is fine; but the emphasis which uses the reply as the heading for the chapter grates upon us. Intelligent readers do not need nudges to point them to the vital issues in a book.

"The Narrow Strait." No one can compete with Mr. W. E. Norris in his manipulation of a social story and the accuracy with which he advances his neat chessmen on the board. "The Narrow

Strait" (Hutchinson) moves forward until its action is covered by the war, stirring our emotions sufficiently, and keeping our interest alive by expert and gentle stimulation. It ends, naturally, on a deeper note; but not until many chapters have entertained us with the ways of the facile Roden, and the courtships of young men and maidens on both sides of the Channel. Mrs. Roden was a Frenchwoman of old family, and of a saintliness as rare as her lineage; and Mr. Norris, in giving her—as we think he has advertently done—to his English public as the type of all that is fine and noble in French womanhood, places



WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: U.S. SOLDIERS WITH CAPTURED GERMAN FLAME-THROWERS—FRONT VIEW.

Official Photograph.

the Great's dressing-gown, and the contrasting fripperies of that August der Starks whose admiration of Louis XIV. remains in classic stone, imprinted upon the Court quarter of Dresden. The outstanding figure of "Kings at Arms" is, however, neither Peter the Great nor the unlucky Augustus, but Charles XII., who is followed from the inception of his first great campaign to Pultowa and his soldier's death at Fredriksten. Charles, the young wonder of his age; Charles the invincible, the ascetic leader of his hard-bitten army, and the cause of his country's deep impoverishment and territorial loss—the picture lacks no



WITH THE AMERICAN EXPEDITIONARY FORCE IN FRANCE: U.S. SOLDIERS WITH CAPTURED GERMAN FLAME-THROWERS—BACK VIEW.

Official Photograph.

her in a British setting, the mother of a British son and daughter. Her boy was a sensitive young man who doubted his own courage, but exhibited it magnificently when occasion arose—a youth destined inevitably, with the story running its course, to make the supreme sacrifice "somewhere in France." The French relations are pleasantly dealt with; and we are left with an admiration for M. de Sarzeau, the cavalry soldier who marries the lovely Denise—which, to tell the truth, was difficult to concede at first, when he figured with such curiously bad manners in his early encounters with his future wife.



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2 Khaki Drill Service Jackets at	£	s.	d.
37/6	3	15	0
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All also to Stock ready to wear.

1 Wolseley Helmet	1	1	0
1 Portable Camp Bed	2	12	0
1 Bag for same	0	7	3
1 Pillow	0	5	0
1 Mosquito Net	1	1	6
1 Waterproof Sheet 7 ft 6 in. x 4 ft	1	5	6
1 Tripod Washstand, with Water-proof Basin, Bath and Bag	1	16	0
1 Folding Chair	0	13	0
1 Water Bucket	0	4	6
1 Valise or Kit Bag to hold above articles, with owner's name painted on it	3	11	9
1 Pair Marching Boots	2	5	0
1 Pair Mosquito Boots	1	10	0
1 Pair Puttees	0	9	0
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## LITERATURE.

"British Campaigns in Flanders from 1690-1794."

There should be many readers, military and otherwise, for the Hon. John Fortescue's book, "British Campaigns in Flanders from 1690-1794" (Macmillan), telling the story of "battles long ago" in which constantly recur the names of numerous places that have become to-day "familiar in our mouths as household words." As the author points out: "This volume consists simply of extracts reprinted from my 'History of the British Army.' It is published in order that the troops at the front may, if they wish it, study the experiences of their forerunners in the Low Countries in a book which is fairly portable and fairly inexpensive, though neither so cheap nor so compendious as 'The British Soldiers' Guide to Northern France and Flanders.'"

The only objection to this plan is that in making extracts from a large work there is an inevitable loss of perspective, and the scale of the original is too large and extended for the smaller volume. Parts are omitted, and the reader requires summaries to fill up the gaps. Moreover, a book that does not carry the story of our previous campaigns in the Netherlands into the Waterloo period does not seem to fulfil completely the requirements of a military student of to-day who wishes to obtain a survey of the whole subject. The Napoleonic period, in fact, would probably interest him most of all. There is a wide difference between the present volume and the "Soldiers' Guide" above mentioned, which is a penny leaflet giving the barest outline of events. Mr. Fortescue's "History of the British Army," on the other hand, is already in eight volumes, and has not yet carried the narrative beyond 1812. We cannot help thinking that the needs of the average soldier-reader might have been better met by a new work on a scale somewhere between this monumental history and the slender leaflet, and including the Waterloo campaign. Apart from this perhaps rather obvious criticism, there can be nothing but praise for the author's vivid and readable narrative. The

chapters selected cover the campaigns of William III. and Marlborough, the War of the Austrian Succession, and the War of the French Revolution to the end of 1794. Incidentally, one sees that the Allies of those



ON THE WESTERN FRONT: BIG BRITISH GUNS SHELLING THE ENEMY'S BACK AREA.—[Official Photograph.]

days did not co-operate anything like so harmoniously as the Allies of to-day. The book contains sixteen battle-maps, but no other illustrations. Mr. Fortescue, who is librarian to the King, is writing the official history of the present war, and the task could not be in better hands.

"My American Visit." Sir Frederick Smith's "My American Visit" (Hutchinson) suffers from one manifest disability. It can reveal little or nothing about the real object of that visit, which was a diplomatic mission, and thus the ostensible occasion of the volume supplies it with no more than a title. Three additional reasons for the Attorney-General's journey have been scarcely more fruitful to him as an author. Various legal matters to be adjusted with his American colleagues by discussion were obviously ruled out. His speech at the Ohio Banquet in New York was duly delivered, but severely curtailed, we gather, through Colonel Roosevelt's, which preceded it, occupying an hour and a quarter instead of the stipulated thirty minutes—an incident, or perhaps we ought to say a contretemps, which its victim here relates with the utmost good nature. And so, although his address to the New York Bar Association on "Law, War, and the Future" is printed in full—as its cogent examination of the League of Nations idea, in its legal aspect, entitles it to be—Sir Frederick Smith's Journal of this American Visit is as considerably lopped as would be the play of "Hamlet" with several parts besides the Prince of Denmark cut out.

Yet the Attorney-General does throw entertaining sidelights on two topics which he makes extremely interesting to us, as they clearly are to himself. One is America in war-time; the other, the author observing it. At first sight, especially if only the illustrations to the volume are observed, both appear in tremendously good picnic-form. But that is only because of the hospitality with which America at war entertained the representative of its chief Ally; and because, in order to overtake his duties of speech and silent diplomacy (of which he is not free to write), our representative had to do some prodigious travelling, in circumstances of being constantly entertained (of which, naturally, he had to write at length if there were to be any record at all). "We covered," he says, "nearly fifteen thousand miles in two months, and in that period I addressed forty-eight meetings—generally three, and once five, a day." There, in these figures, we have a measure of his energy, and of his joy in the expenditure of it, of which Sir Frederick gives us glimpses throughout.

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## CHESS.

To CORRESPONDENTS.—Communications for this department should be sent to the Editor, The Illustrated London News, 25, Abchurch Lane, E.C. 4, W.C.

1. ... R to B 5th. ... R to B 7th is another way.

A. E. M. (H.M.S. Chester).—We have answered your query through the post.

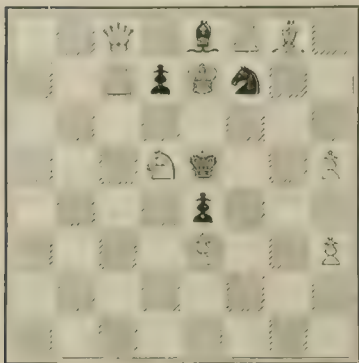
CORRECT SOLUTIONS OF PROBLEM No. 3783 received from J. D. Williams (Wood Green); of No. 3784 from R. M. Munro (Nantwich), J. D. Williams, E. W. A. Capt. L. Chaville (Great Yarmouth), J. Isaacson (Liverpool), Rev. G. Street (Telscombe), W. Walker (A.J.F., France), and Jacob Verrill (Rochester).

CORRECT SOLUTIONS OF PROBLEM No. 3785 received from C. F. W. y (Emsworth), G. Stillington Johnson (Cobham), J. Fowler, J. C. Stackhouse (Trompsburg), T. G. Forbes (Brighton), A. H. H. (Bath), A. W. Hamilton-Gell (Faversham), C. A. P., M. E. Ouslow (Bournemouth), R. J. Lowndes (New Brighton), H. Gravett-Baldwin (Farnham), J. Smart, and M. O. Millbank (Newark).

SOLUTION OF PROBLEM No. 3784.—By J. W. ARBUTT.

1. R to B 5th. ... R to B 7th is another way.

PROBLEM No. 3786.—By I. PAUL TAYLOR.



WHITE.

White to play, and mate in two moves.

## CHESS IN THE CITY.

Game played at the City of London Chess Club, between Messrs. G. L. WAINWRIGHT and H. JACOB.

(Queen's Pawn Game.)

WHITE (Mr. W.) BLACK (Mr. J.)

1. P to Q 4th P to Q 4th  
2. P to Q 4th B to B 4th  
3. Kt to Q B 3rd Kt to K B 3rd  
4. Q to Kt 3rd Kt to B 3rd  
5. P takes P K Kt takes P

An extraordinary mistake; he must have meant to play Q Kt takes P. It says much for Black's ingenuity that after so fatal a loss he prolonged the game for another sixty moves.

6. Q takes Kt Kt takes P  
7. P to K 4th Kt to B 7th (ch)  
8. K to Q sq B takes P  
9. Q takes Q (ch) R takes Q (ch)  
10. B to Q 2nd Kt takes R

The Rook is won at too great a price. If the Knight could have escaped, Black might have had a fighting chance, with R to B 7th. Pawns against Knight and Bishop, but White's small pieces would almost certainly be too strong in the long run. Now Black has to give up two pieces for the Rook, and his game is lost.

11. Kt takes B P to K 4th  
12. K to B sq P to K B 4th  
13. Kt to Kt 3rd P to K Kt 3rd  
14. Kt to B 3rd P to K 5th  
15. Kt to Kt 5th B to R 3rd  
16. P to R 4th K to K 2nd  
17. B to Kt 4 (ch) P to B 4th  
18. B to B 3rd

Wily deciding the offered Pawn, the capture of which might have enabled Black to extricate his imprisoned Knight.

19. B to K 2nd K R to Q sq  
20. K to Kt sq Q R to Q 2nd  
21. K takes Kt P to Q R 3rd  
22. P to R 4th K to Q 3rd  
23. B to R 5th R to K sq  
24. B to B 4th K to B 3rd  
25. B to B 3rd P to Q Kt 4th  
26. B to K 2nd P to Kt 5th  
27. B to B 6th K to Kt 3rd  
28. B to B 4th K to K 7th  
29. Kt to K 2nd K to B 7th  
30. P to Kt 3rd R to K 7th  
31. Kt takes R P K to B 5th  
32. Kt to Kt 5th P to B 6th  
33. P takes P P takes P  
34. Kt to B 4th R takes P  
35. Kt to Q 5 (ch) K to K 2nd  
36. Kt takes Kt P

Black might as well resign. He obviously cannot take the Knight, as then Bishop checks, and wins the Rook.

36. R to Q 7th  
37. Kt takes P R to B 7th  
38. Kt to B 6 (ch) K to Kt 3rd  
39. Kt to K 4th B to B 5th  
40. R to Q sq B takes Kt (ch)  
41. Kt takes B K to R 4th  
42. B to Q 8th (ch) And in a few more moves, Black surrenders.



W.A.A.C.'s v. TOMMIES: A GAME OF BASKET-BALL.

The W.A.A.C.'s in France have responded to a suggestion that, in their spare time, they should assist in the work of helping the recovery of convalescent soldiers in hospitals in France by inviting them to take part in sports. Here they are playing basket-ball.—[Official Photograph.]

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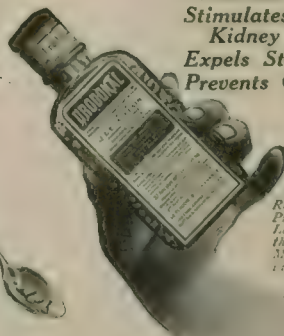
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## Write oftener

By JOHN OXENHAM

ONE of my padre friends at the front begs me to ask and ask and ask, and to keep on asking, all the folks at home to write and write and write, and to keep on writing, to their men out there. He says no one knows how the home letters are valued by them—no matter how simple they are.

Now, this is a matter in which every one of us can do our bit and help our friends out there to carry on to the bitter end—the bitter end which will be the beginning of brighter times for all the world.

He says he censors thousands of letters, and nearly every one of them plaintively asks, "Why don't you write oftener?"

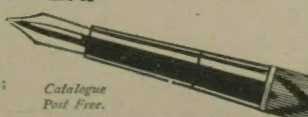
Extract from an article which appeared in "Lloyd's."

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## THE CHRONICLE OF THE CAR.

Light Cars  
After the War.

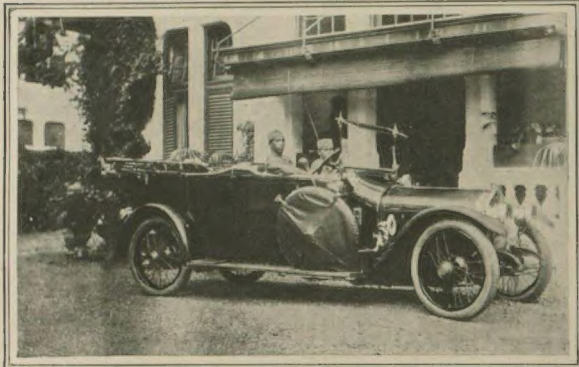
Before the war the light car of about 10-h.p., selling at about £200, had become a very popular type. It was a far more satisfactory passenger-vehicle than the combination of motor-cycle and side-car, and cost very little more to run, since it was light on tyres, while its petrol-consumption of thirty or more miles to the gallon was not at all excessive in comparison with the motor-cycle combination. Nowadays its popularity is even greater, and one is asked to pay £320, or even more, for a second-hand vehicle of the type, provided it is in reasonably good condition. Of course, the shortage of petrol accounts for the inflation of prices, because it is obvious that the fuel economy of the small vehicle is a boon to those whose supplies have been restricted almost to vanishing point under the multitudinous Orders issued by the Petroleum Executive.

It is a question, however, if this popularity is likely to continue in the face of the competition from somewhat

to turn them out at the pre-war prices, in view of the increased costs of labour and material. The only way in which the price could be kept at the old level would be by the adoption of American methods of quantity production, and whether those methods are likely to obtain in British light-car factories I do not know. Unless they are adopted, and selling costs not only kept down to pre-war level, but actually reduced below them, I am afraid the type will suffer severely from the competition of the cheaper American cars. Take, for instance, the new Overland which I described some time ago in this column. I am now informed that this car will probably be sold here at about £175, including the import duty, supposing the latter to be continued. Now this is inclusive of an electric engine-starter and lighting set, and the car will be complete in every essential for the road; so, on the face of things, it looks as though the British 10-h.p. model at £75 or more in excess of this price will find it difficult to hold its own in competition with the higher-powered and cheaper American.

Again, there seems to be more than a probability that America will send us numbers of cars equipped with air-cooled engines, of which the Franklin is a good example. What these will sell at I do not, of course, know yet; but it is quite certain the figure will be well below that of the British "light" car, unless, as I say, the latter is produced in quantities like its American competitor. It will not do for the British manufacturer to think that he can retain his market under the old conditions. If he wants to keep the business he will have to rearrange all his methods of production and make his vehicle a really competitive proposition, because the day has long gone by when the motoring public disbelieved in the American car. As a matter of fact, the low-priced American vehicle is excellent value for money now, whatever it may have been

ten years ago; and the purchaser will, as a general rule, buy where he gets the best value for his outlay. Therefore, unless we can produce something that is at least as good value as—preferably better than—the cars with which America is planning to invade the British market after the war, I am afraid the light-car business will slump rather badly. That can easily be done; but it is



A UBIQUITOUS CAR: A WOLSELEY IN BATAVIA.

Our photograph shows a 16-20-h.p. Wolseley car in Batavia, the capital of the Dutch East Indies, a picturesque old town called "The Queen of the East."

larger types when once the war is over and motorists get back to something approaching normal conditions. It goes almost without saying that, supposing these small cars to be produced under the same conditions as ruled before the war, it will be impossible for their constructors

to turn them out at the pre-war prices, in view of the increased costs of labour and material. The only way in which the price could be kept at the old level would be by the adoption of American methods of quantity production, and whether those methods are likely to obtain in British light-car factories I do not know. Unless they are adopted, and selling costs not only kept down to pre-war level, but actually reduced below them, I am afraid the type will suffer severely from the competition of the cheaper American cars. Take, for instance, the new Overland which I described some time ago in this column. I am now informed that this car will probably be sold here at about £175, including the import duty, supposing the latter to be continued. Now this is inclusive of an electric engine-starter and lighting set, and the car will be complete in every essential for the road; so, on the face of things, it looks as though the British 10-h.p. model at £75 or more in excess of this price will find it difficult to hold its own in competition with the higher-powered and cheaper American.



THE BENEFICENT SIDE: A DELICATE OPERATION.

In our photograph is seen a nurse, in the men's surgery at the B.S.A. works, Birmingham, removing a small splinter of steel from the eye of one of the workmen, of whose well-being every care is taken.

entirely a case of scientific methods of production in large quantities.

Motoring  
Propaganda.

The Motor Trade Association has just issued a booklet, entitled "A Protest in Defence of Motoring, Motorists, and the Motor Industry." It sets forth the whole case for a reconsideration of existing motor legislation, with a well-reasoned protest against the differential treatment imposed upon the motoring community under the guise of war restrictions. It seems to me that this is a well-timed piece of propaganda, for the reason that, while no one is prepared seriously to contest the necessity for restricting motoring during the present time of crisis, it is undoubtedly essential that the whole of the motoring interests should be prepared with plans for securing the removal of the disabilities as soon as peace comes again. Unless those disabilities are removed at the earliest possible moment, it is absolutely certain that the future outlook for the industry in general, and the automobile movement as a whole, will be a poor one indeed.

W. W.

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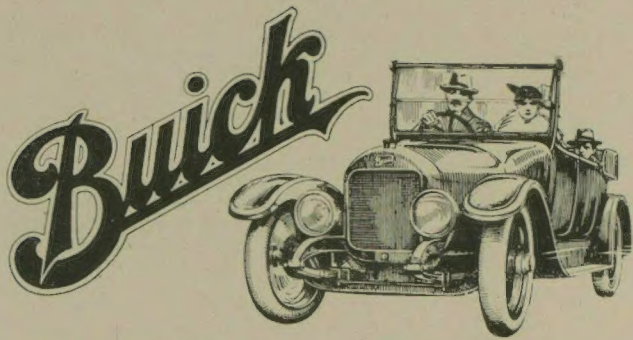
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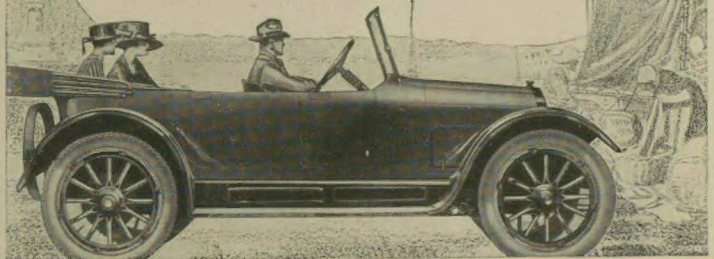
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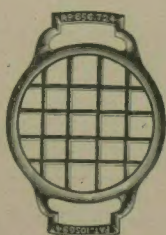
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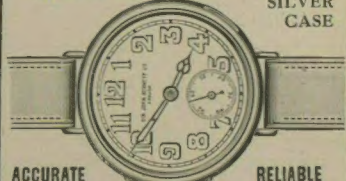
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## THE PLAYHOUSES.

### "FAIR AND WARMER," AT THE PRINCE OF WALES'S.

THE farce-writer has his privileges, and among them is the immunity with which he can present situations which would shock in actual life. A woman overcome by alcohol, and met at close quarters, is a revolting sight; but on the stage in the fantastic atmosphere of farce, she can be made a source of legitimate enough merriment. At any rate, she is made so in Mr. Avery Hopwood's rather naughtily entitled piece, "Fair and Warmer," thanks largely to the tact and charm of her interpreter, Miss Fay Compton. You are to suppose that the heroine, and another woman's husband, hitherto total abstainers, mix themselves a cocktail made up of the most varied and potent liquors, and are instantly overpowered by its action; so much so that the man, ordinarily bloodless, becomes a tornado of passion. Mr. David Miller, with his dry American manner, is excellent in this scene; and the quartet of chief interpreters is made up by Miss Margaret Halstan and Mr. Ronald Squire, both of them artists with a sense of humour.

### "TABS," AT THE VAUDEVILLE.

In the opening scene of the Vaudeville's new entertainment, doctors meet to consider the sad case of revue, and to extemporise a method for stopping its decline; but there is one sort of revue which can be counted on to thrive, and will always have a vogue; and that is the cosy, intimate, clever sort of revue Mr. Harry Grattan

affects for this little theatre. They are not smothered by spectacle; they hit folly as it flies in rapidly dissolving scenes; they are a running comment with the aid of bright music and little moments of burlesque on the topics of the hour. "Tabs," in particular, justifies its name of revue. With the ingenious Liverpool playwright, Mr. Ronald Jeans, collaborating with him, Mr. Grattan has put together a thread of amusing scenes, agreeably brief and pointed, which poke fun at politics, domestic life, and our theatrical amusements. Perhaps the happiest item of all is a ten-minute's turn in which every feature of the old-fashioned music-hall show is crammed in and delightfully parodied. Messrs. Ivor Novello and Guy le Feuvre furnish the sufficiently ear-tickling melodies; Mr. Guy le Feuvre, again, and Messrs. Hal Bert and Alfred Austin are among the most sprightly of the male performers; and Miss Beatrice Lillie, Miss Margaret Campbell, and Miss Ethel Baird are another trio who make the best of their chances.

### "VERY GOOD EDDIE," AT THE PALACE.

It is musical comedy of the conventional pattern that the Palace has to show in "Very Good Eddie"; and the performers have far more to do with making it vivacious than its authors, presumably American. Its chief character is a meek little man, bridegroom of a termagant, who starts his honeymoon by losing her, and being obliged to make a steamboat journey along with the young bride of an imposing friend. Mr. Nelson Keys plays the part, and on him falls the burden of the acting; he works like

a Trojan, and has one piquant burst of truculence that is worth going far to see and hear. It is when in what might seem to be a tight corner, with his overpowering wife and his grim friend bearing down on him, the worm turns, and counter-attacks with such force that both are put to the rout. Mr. Keys' chief supporters are Mr. Ralph Lynn, in a new kind of rôle, that of a pushing hotel clerk; Mr. Stanley Turnbull, Miss Nellie Briercliffe, and—with, alas! all too little to do—Miss Madge Saunders. The music of Mr. Jerome Kerr serves well enough.

### "VIOLETTE," AT THE LYRIC.

So tuneful and merry an entertainment as the new comic opera, "Violette," and its interpreters at the Lyric provide would be welcome at any time. Only old-fashioned purists will complain that, while Mr. Norman Shee's story carries us to an imaginary and picturesque kingdom—Celaria its name—flourishing a century ago—the jokes of the comedians turn on topics which are very much those of present war days; indeed, to connoisseurs of this sort of piece, such anachronisms as the burlesque Chancellor's regret that his age is fifty and not fifty-one, and the attempt to bribe a gorgeously uniformed sentry with the gift of meat-coupons, make some of the best of the fun. Mr. George Parrett proves the drollest of Chancellors; and only less happy is Mr. William Cromwell, cast for the part of a senile Count. The score, which is the work of Mr. John Ansell, is full of bright melody. Miss Violet Essex sings and acts with much spirit. Miss Amy Augarde, Miss Beatrice Hunt, and Mr. Leslie Stiles also get their chances.



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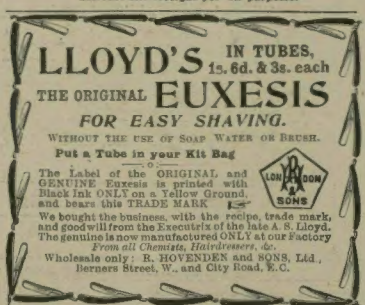
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